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1. The military airfield located south of Insterburg (Chernyakhovsk) (54°39'N/21°50'E) had an oval taxiway, a concrete runway, and a railroad connection. The landing field measured about 2 $\frac{1}{2}$ x 2 km.
2. The newly constructed quartering facilities consisted of two barracks buildings arranged at a right angle, one of them 100 x 60 meters, the other one 80 x 40 meters. Both buildings are four-story structures and modernly equipped. They are occupied by air force officers and NCOs. Repair work was done in a large hangar. Boundary and runway lights were available. The field was also illuminated at night by three searchlights.
3. Bombs about 1.2 meters long and 50 cm in diameter, marked by the number 48, were stored at a bomb dump.
4. Fighters with radial and in-line engines also used for practice formation flying, and biplanes which made individual flights were stationed at the field.
5. The military airfield located south of the town was bordered on the west by the road to Nordenburg (54°20'N/21°33'E). To the south and southeast the field was bordered by a woods. A railroad connection was available.

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6. The field had a concrete northwest-southeast runway, about 2,000 meters long. Three hangars which were presumably damaged, and the roofs of which were patched in a makeshift way, were located at the southern edge of the field. Soviets said that a food and clothing depot was in a three-story stone building located at the northern edge of the field. Eight to 10 log cabins, in addition to a new barracks building constructed in the form of an angle were available as quartering facilities. The barracks, the wings of which measured 60 x 20 and 20 x 20 meters, was located east of the road to Nordenburg and was occupied by about 150 ground personnel.

7. In January 1948 bombs were unloaded and stored in the open. Four bombs, each about 3 meters long and reportedly weighing 1,000 pounds, were taken to each of the bombers at the aircraft dispersal area. 25X1

Some weeks later the bombs were trucked away, three bombs being loaded on a 1.5 to 2-ton truck. The trucks returned empty after 15 minutes.

8. [redacted] the pilots at the airfield ranked from lieutenant to captain. All the squadron leaders were majors.

9. The airfield was occupied by twin-engine bombers and transport aircraft (radial engines, landing gear retracting rearward, no nosewheel, the transports were fitted with windows). The bombers took off five times daily, five planes starting in succession. They returned after one or two hours. In April 1948 groups of five transports, each of them loaded with 30 men, took off 10 times in succession. The aircraft returned in the late afternoon, and only three or four men left each of these planes. Some of the biplanes daily flew circles over the airfield.

10. Some of the airfield buildings were still destroyed. One hangar was set up as a makeshift workshop. The field had a railroad connection and lighting facilities for night operations. Searchlights mounted on trucks were also in operation at night. A radio station was west of the field. Air force soldiers were quartered in a neighboring settlement.

11. Mostly twin-engine planes with double rudder assembly were noticed. Jet aircraft were never seen.

12. From the flying activity observed from a distance it was inferred that the airfield was occupied by single-engine fighters, twin-engine bombers and biplanes. Individual practice flights and formations of up to 12 planes were seen.

13. Destroyed buildings and hangars were seen at the airfield south of the town. Almost exclusively air force soldiers, including many officers wearing war decorations, were billeted in dwelling houses near the airfield.

14. About 60 to 70 twin-engine Pe-2 planes fitted with in-line engines and double rudder assembly, in addition to 50 to 60 fighters with in-line engine and look-alike the Pe-109, were observed at the field.

15. There was intensive flying every day, the twin-engine planes flying circles and conducting formation flights with up to 60 planes, the fighter planes practicing individual and formation flying. The maximum number of fighters seen in the air at the same time was nine.

16. The airfield is located about 1,200 meters south of the Eusterburg railroad station about 400 meters east of the road and southeast of a lake. There was a settlement just north of the field. The landing field had an east-west dimension of about 2,000 meters and was about 1,500 meters long measured from north to south. The field had a concrete northeast-southwest runway.

17. The field had an administration building located in its northeastern corner, two hangars which were repaired in 1945 and 1946 in the southeastern corner, and a wooden hangar constructed by the Soviets in 1946/1947 at its western edge.

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18. A fuel dump with 9 or 10 semi-underground fuel tanks with a capacity of 30,000 to 40,000 liters each was located just northeast of the field, beyond a road running along its border.

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19. Throughout 1947 the field was occupied by about 20 IL-2s. [REDACTED] the field was occupied by twin and three-engine aircraft which made flights in all weather.

Attachment. Sketch of Chernyakhovsk Airfield.

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